BUREAU OF ENVIRONMENT

CONFERENCE REPORT

DATE OF CONFERENCES: January 4 and 11, 2007

LOCATION OF CONFERENCES: J.O. Morton Building

ATTENDED BY: Den Danna, Bill Hauser, Nadine Peterson, Charles Hood, Mark Morrill, Christine Perron, Mark Hemmerlein, Alex Vogt, Nancy Mayville, Bill Oldenburg, Tobey Reynolds, Wendy Johnson, Bob Landry, Denise Markow, Dave Powelson, Craig Green, Kevin Nyhan, Darrel Elliott, Ram Maddali, NHDOT; Jim Garvin, Linda Wilson, Edna Feighner, Dick Boisvert, and Jim McConaha, NHDHR; Bill O'Donnell and, FHWA; Deb Loiselle, DES; Dan O'Neil, Town of Newport; Marty Bowers and Tony Puntin, Louis Berger; Luke Powell, Assistant Public Works Director, Laconia; Jamie Paine, CLD; Kathy Wheeler and Ellen Marlott, IAC; Deb Loiselle, DES; Peter Walker, VHB; Jim Turek, NOAA; John Magee, NH Fish and Game; Michael Mates, Kimbell Chase; Matt Taylor, Hillsborough Town Planner; Dirk Grotenhuis and Matt Low, HTA

SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting

Thursday, January 4, 2007

Newport, STP-TE-X-000S(417), 13500; X-A000(550), 14822. Participants: Ram Maddali; Jim McConaha, NHDHR; and Dan O'Neil, Town of Newport.

J. Garvin lead the discussion proposing that three TE contracts primarily for fire protection be combined into a single project. Where possible, water for automatic sprinklers would be drawn from the river. Electricity for the pump would be buried in the berm for the railroad to avoid impact to archaeologically sensitive areas. These projects include:

Newport, X-A000(550), 14822: The historic preservation of National Register-listed railroad bridges by providing fire protection for two early 20th century bridges (Pier and Wright's bridges). These two bridges represent now-rare examples of railroad covered bridge erected in 1906/1907 on the Concord and Claremont Railroad.

Newport, STP-TE-X-000S(417), 13500: The project provides for the rehabilitation of the Pier covered railroad bridge erected in 1907. The bridge has undergone structural deterioration. The funds available are not sufficient to complete the structural restoration project, but they will allow the specified sheathing and roof work to slow the deterioration of the structural system.

Hopkinton, STP-TE-X-000S(450), 13483A: Located on NH Route 103/127 along the Concord-Claremont line in 1889, the project would contribute to the restoration of covered bridge near the intersection for the walk-through museum in the Village of Contoocook. The project includes fire protection with fire alarm, sprinklers, and fire retardant as well as exterior painting. The DHR is awaiting the completion of donated work by the National Society for the Preservation of

Covered Bridges. The paint would be composed of hand-blended linseed oil / iron oxide base to duplicate the 1889 paint and will need to be blend specifically for this project. The NSPCB is developing the specs for the paint. This blend will produce the B & M rust color. Since the bridge is within 15' of an apartment building, fire protection is a priority, given the concerns about potential liability.

NHDHR would be involved in sending out a request for qualifications to find the most appropriate engineering firm to design the projects. J. Garvin indicated that at least one bidder was available for the work. The Town of Newport would be administering the project. Newport is placing a warrant article in the town budget to provide funding for their participation in the projects. The work will follow the Secretary of the Interior's Standards. The environmental document would need to deal with issues associated with the paint and other materials produced by the project since the bridges span water.

Surplus Land: Auburn F01802(15), P1268. Participant: Darrel Elliott.

This area consists of 34,000 square feet (.8 acres) and is a combination of the old prescriptive NH Route 101 highway layout as well as a parcel of state-owned right of way. The parcel was acquired in 1971 in connection with the realignment of the intersection of Hooksett Road and Rockingham Road in conjunction with the construction of the NH Route 101 Exit 2 interchange. The adjacent property includes an old English barn and a potentially eligible dwelling. Some concern was shown about the abutters' intentions with the property: whether it would be developed resulting in the loss of the historic properties. After revisiting the project, it was determined that there were no provisions that could be taken to protect the property and no further action is necessary.

Laconia, X-A000(096), 13895. Participants: Ram Maddali, Mark Hemmerlein, Tobey Reynolds, Wendy Johnson and Mark Morrill of District 3; Dick Boisvert, NHDHR; and Luke Powell, Assistant Public Works Director.

It was agreed that the project would have an adverse effect, which is allowable for a TE project. Because the archaeological data could be recovered and provide a better understanding of the development of the large site, Section 4(f) would not apply. At a previous meeting with Dick Boisvert, it had been determined that determination of eligibility and recovery of data following that determination was an appropriate approach. The level of work proposed by TRC was appropriate. Testing and as necessary, data recovery will be conducted at sites 27BK118 and 27BK119 in the spring prior to the beginning of the project. Because site 27BK3 is covered with pavement and involves utilities, work in the entrance to the outdoor movie theater will be monitored, permitting data recovery as needed. A research design will precede these field efforts.

The purchase of construction easements, which is necessary for the archaeological work, is currently ongoing. Mark Morrill of District did agree to remove pavement from the portion of the parking lot that may cover portions of 27BK118 and patch the area after the work is completed. District 3 would also be willing to provide some signs and barriers during work at sites BK118 and BK119. The type of patching in the parking lot will need to be defined. The district would only charge materials to the project.

Rochester, Exit 13. Participants: Bob Landry, Den Danna, and Denise Markow; Jamie Paine and Roch Larochelle, CLD; Kathy Wheeler and Elean Marlatt, IAC; and Dick Boisvert, NHDHR.

Jamie Paine described the project area and provided a brief history of the project to date. The project is a city-only funded effort to reconstruct and signalize the four-way intersection of Washington Street (the main northeast to southwest thru-street), Brock Street, and Woodlawn Avenue in the City of Rochester. It was recently found based on preliminary research and public input that a burial site might be located in the immediate project area

1. FINDINGS/INTERPRETATIONS

After initial research and public input was received, IAC conducted research about the area and made the following recommendations. The recommendations are based on their interpretation of historic deed research and maps. It was concluded that a Euro-American burial ground (known as the French-Hussey burial ground) was likely located on the southwest corner of the subject intersection (north of Washington Street and west of Woodlawn Avenue).

PROJECT RAMIFICATIONS

The project is relatively far along in the design process and the intent was to advertise this intersection construction project in March or April 2007 for completion later that year or early in 2008. The purpose for advertising the project now is to install the traffic signal by the time that a new large retail site development project is opened next fall (2007) on the west side of the Spaulding Turnpike [Exit 13] (approximately 0.5 mile +/- away from the subject intersection). With the expected increase in traffic, the city was hoping to provide safe turning movements at this intersection of two busy roads (Washington Street and Brock Street). The intersection project is also expected to tie into improvements currently being planned by the NHDOT for the Exit 13 reconstruction project.

2. NHDHR COORDINATION/DIRECTION

After apprising the NHDHR of the findings and due to the uncertainty of the burial ground location, CLD and IAC felt that further action was required to clarify what constraints are located within this area of the project. Due to the fact that the soils on the site are gravelly, it was felt by IAC that if ground-penetrating radar was to be used, there is no guarantee that clear readings would result. Therefore, the use of a backhoe was suggested for the burial site (under the direction of IAC staff) to remove enough ground cover at the suspected site located north of Washington Street and west of Woodlawn Avenue to determine whether at least one burial site is located within close proximity to our project. Dick Boisvert, State Archaeologist, directed the team on December 15, 2006, to proceed with the backhoe work on the site.

3. IAC's FIELD WORK AND FINDINGS

- On December 21 and 22, 2006, IAC's field crew, with the assistance of grading equipment owned and operated by the Rochester Public Works Department, discovered eight separate grave shafts. They had discussed the project with Richard Longo, and his records indicate that there were originally 19 burials at that location. Six of the grave shafts were narrow and for one person, while two others were wide enough to house two burials. It is believed that eight grave shafts exist for 10

persons. Three of the grave shafts are short, between 3.5 and 4.5 feet (ft) long, and it is believed that these are for children.

- A monument base was found with two slots for headstones (which coincided with one of the wide grave shafts). Although IAC found broken pieces of shaped granite that may have been unmarked footstones, they found no evidence of headstones.

- Based on physical evidence found at the site, IAC has partially reconstructed what they feel are the boundaries of the family burial ground. These boundaries are based on the presence of a large stump (a bull pine) in one corner, a dead maple along Woodlawn Avenue, and a posthole near Washington Street. IAC monitored the stripping and deep excavation of the area within 20 ft of Washington Street and found that it had been previously disturbed by either road construction (of Washington Street) or utility installation (a sewer main). No graves were discovered in the 20-ft width between the reconstructed fence line of the family burial ground and the edge of pavement for Washington Street.

- IAC marked the corners of all exposed grave shafts with nails and blue flagging tape. They then laid a layer of 4-ml plastic over the grave shafts to protect them and make their rediscovery easier should removal of graves be required. At each corner of the plastic cover, IAC placed a pink pin flag to further assist in rediscovery of these graves. They loaded about 3 to 4 inches of sand on top of the plastic, so there was an obvious new layer of sediment. Then, the entire site was backfilled with a small backhoe owned and operated by Mr. Chip Wyman (an independent contractor), so that the grave shafts were reburied by at least one foot of loam. By the time the final cap of soil covered the site, the pink pin flags were not visible, as they were buried by approximately one foot of soil.

- IAC covered a majority of the area described in the deed as four rods square (assuming to mean 4 rods x 4 rods or 66 ft to a side). They completely stripped off soils in an area measuring approximately 55.8 ft from the Washington Street ROW back up along Woodlawn, then perpendicular to Woodlawn (along Washington) about the same amount. They found three rows of graves fronting along Woodlawn, with nothing behind them, for at least 30 ft. It appears as if there was a deliberate laying out of graves in a set order, and it is IAC's belief that they found most of the grave shafts. If there were more, they would be further from Washington Street than the existing grave shafts, underneath a pretty thick fill layer.

- IAC provided select attendees a project map, with the graveyard features mapped in relation to existing conditions and tied in to utility poles and the concrete post on Washington Street. Viewing how the graves cluster, it is believed that the majority of grave shafts was found, at least as it pertains to this particular roadway project along Washington Street.

- In addition to the finding of the burial site, IAC located a Native American gouge, or wood working tool on the property. The Late Archaic gouge is an isolated find and was found as archaeologists scraped loam to uncover grave outlines in the interface between the A and B horizons.

- Based on the information provided above, IAC will be finalizing a formal report for submission to NHDHR for their review and records.

4. INTERSECTION DESIGN CONSIDERATIONS

Based on IAC's findings, CLD presented a conceptual modification to the design of the intersection. The result was the elimination of a proposed dedicated Left-turn Lane from eastbound Washington Street onto Woodlawn. Based on existing conditions, there is no warranted need for the turn lane. It had been provided for symmetry of the intersection with a turn lane being proposed from Washington Street to Brock Street. A sidewalk proposed for the northwest quadrant, which ran partially along the north side of Washington Street, was also removed and Washington Street was slightly re-aligned to move away from the burial site property. The proposed mast arm located in the southwest quadrant of the intersection was also moved approximately five feet further west, away from the burial site.

5. NHDHR DETERMINATION/REQUIREMENTS

a. NHDHR determined that the project with conceptual design modifications as presented would not have an adverse effect on cultural resources based the following findings:
   - the location of the grave shafts appear to be identified;
   - the area within approximately 20 ft of Washington Street appears to be disturbed;
   - the project was redesigned to respect the burial ground and remove the project from the suspected burial ground boundary;
   - the project would not impact the 25 ft buffer around the burial ground; and
   - the Native American resource appears to be an isolated find and not related to any immediate larger site or resource.

b. Orange construction fencing is required to be placed around the limits of the burial ground. This will be added to the construction documents for the reconstruction project.

c. Dick. Boisvert requested an extra copy of IAC's report when it is finalized. He stated that he would contact the current property owner (Flatley Company) and request that they build a permanent fence around the cemetery and respect the State-mandated 25 ft buffer around the cemetery. He stated that it was very common for people to be buried beyond the limits of known burial grounds/cemeteries.

Rochester, Town Project: Cocheco River Walk. Participant: Jamie Paine.

Jamie Paine of CLD Consulting Engineers, Inc. described the proposed project. The project is a City-only funded effort to construct a river walk along and possibly over the Cocheco River. The project is currently in a master planning stage for long-term incorporation. It is anticipated that the project will be multi-phased depending on the amount of monies available for the effort.

1. ROCHESTER RIVERWALK

The City of Rochester is currently proposing to construct a recreational walkway along the Cocheco River within the area from Hillsdale Street (north of downtown, west of the Rochester Community Center and Spaulding High School) to the Rochester Fairgrounds site (within the downtown area). A Plan NH Charette Report previously reviewed the placement of a recreational walkway from the Rochester Fairgrounds to a point further south. This 'master plan' for the northern section of the walkway combined with the Charette Report will be a guide for the City to detail design work in subsequent phases.

Greenway Initiative

The City of Rochester seeks to restore a vital downtown mixed use center in an attractive and pedestrian, oriented environment. Through a comprehensive planning initiative, the City generated "The Plan for Downtown Rochester" in 2003, as a community-based blueprint for revitalization. One key strategy identified in the plan is the development of a greenway system that includes a Cocheco Riverwalk. It is comprised of a series of linked destinations and open spaces. In 2004, Rochester hosted a Riverwalk Design Charette through Plan NH, which helped shape a community vision for downtown revitalization based on reestablishing a relationship with the Cocheco River. The river is recognized as an important natural, cultural, and historic community resource, with an ever-changing character as it winds to and through the heart of the Downtown. In tandem with downtown enhancement, Rochester continues to expand recreation facilities associated with the Community Center on Wakefield Street. Because the Cocheco River passes the Community Center site, the city recognizes an excellent opportunity to establish a link between its primary recreation destination and the downtown along a riverside trail.

First Phase

The first phase of the Riverwalk Project will begin on city-owned property in the vicinity of the Rochester Community Center and Spaulding High School, follow an existing informal path on the east side of the river, and terminate at the end of the city-owned property, ending at or near a branch of the existing informal path network. This project will begin to establish the standard for pedestrian and bicycle facility improvements as part of the city's plan to provide safe access between community facilities and the downtown. The Rochester Cocheco Riverwalk project will actively promote the sensitive development of pedestrian pathways to give people better access to river resources, while making important pedestrian connections throughout the community. The design would respond and relate to the river, taking advantage of the views and recreational opportunities, contribute to the redevelopment of the Central Business District, and maximize visual and physical connectivity to the river, adjacent neighborhoods, and downtown destinations.

Relevant Elements/Facilities

The location of plan elements, which may include but not be limited to lighting, emergency telephones, landscaping, fences, ADA compliant trail access alternatives, solutions addressing cross street conflicts, seating, public art, informational kiosks, signs, overlooks, neighborhood connections, end-of-trip bicycle storage, and proposed bridge structures will be developed as part of the Concept Plan. Generally, about 6" of the ground surface will be excavated, and the path will be 10' wide. The Concept Plan would also address emergency and maintenance access, parking, facilities to meet the needs of persons with disabilities, and trail barriers. It is expected that all cross-country links of the project would initially consist of a stone dust (or similar natural material) walking surface.

Along with the input from public meetings, staff meetings and community organizations, this plan will become the basis for all further conceptual design. It will take into account potential Riverwalk alignments, the best possible connections and links between the river and the downtown from neighborhoods, schools, recreation facilities, and trail systems. It will look at seasonal opportunities for the trail and the trail's compatibility with existing land uses. It will highlight those areas where buffers and / or screening should occur to lessen impact of the trail to the existing land uses and these uses to the proposed trail.

Schedule

The City would like to construct as much of the first phase as they can this year (dependent on the required permitting process and the amount of funding available). They hope to utilize AmeriCorps labor to place the stone dust path and possible conduit and/or lighting along the path

with overlook/rest areas situated along the walkway. The schedule for future phases will be developed once the concept plan is completed.

2. NHDHR DETERMINATION/REQUIREMENTS

It was determined that the entire length of the walkway and any future segments brought forward for consideration would need to be reviewed by a professional archaeologist to determine archaeological sensitivity. This work is required to be conducted prior to any construction.

This review would be at a Phase IA level review, which would require review of any historical documentation and a walkover of the project area. NHDHR requested that the archaeologist also review the soils along the pathway during the walkover by conducting periodic shovel testing. This testing will help to minimize future efforts and reduce the need for an archaeologist to revisit the site. If excavate is truly limited to six inches, then the project will be less likely to disturb existing archaeological sites.

January 11, 2007

Homestead Woolen Mills Dam (#232.01), Swanzey. Participants: Deb Loiselle, DES; Pete Walker, VHB; Jim Turek, NOAA; and John Magee, NH Fish and Game; Eric Derleth, USFWS.

D. Loiselle stated the objectives of the meeting, which were to provide an update on the project, determine the need for further archaeological survey, and provide an update on the individual inventory form for the dam.

D. Loiselle provided a brief summary of what has transpired in the past several months relative to the proposed project. A feasibility study had been completed approximately one year ago, and the Town of Swanzey was given the opportunity to obtain ownership of the Homestead Woolen Mills Dam. In March 2006, the Town of Swanzey voted on whether to take ownership of this dam, but it was overwhelmingly rejected. As a result, Doug Brown (dam owner) indicated his intention to move forward with the dam removal option. The removal of the dam will also include some channel modifications.

VHB will continue to work on this project and has been working on the design and permitting necessary for this project. VHB completed a conceptual (50%) design plan for review by the Project Partners, and a meeting was held on September 26, 2006, to discuss what had been developed thus far. E. Feighner was invited to the meeting, however, was unable to attend. The Project Partners continue to be cognizant of the upstream Thompson Covered Bridge. Now that a project alternative has been selected, a discussion on further archaeological testing needs to ensue; thus the request to meet today.

D. Loiselle provided a brief update on the status of the individual inventory form for the dam. Last year NOAA approved funding to be allocated towards developing an individual inventory form. VHB provided a Scope-of-Work (SOW) for this work, and it was reviewed by Project Partners and Jim Garvin. Individual comments were incorporated into the SOW. Because this requires approval by the Governor and Executive Council, D. Loiselle prepared a resolution and submitted for review back in September, however, it has yet to go through all the necessary approvals. She noted that it is anticipated that this will be on the January 24, 2007 agenda. (*Update: This item is on the February 7, 2007 Governor and Council agenda.*)

P. Walker informed the attendees that VHB had prepared and presented 50% design plans in September 2006. As a result, many comments were received and will be considered. Currently the proposed project entails removal of the dam and channel work. The current plan indicates that three rock vanes will be placed downstream of the Thompson Covered Bridge in order to provide fish passage, to stabilize the bridge, and to prevent the initiation of a headcut. There were many comments received on the conceptual plan, and thus VHB will be considering a refined design that may eliminate one or two of the vanes; thus at this time it is uncertain how many vanes will be incorporated into the channel.

The river gradient above the dam is very flat, creating an impoundment of up to four miles in length depending on flows. Historically there was an old box mill downstream of the dam, however, it burned down many years ago. To date, there is still evidence of the mill with remnants and the tailrace on the downstream left bank (east bank). The old Homestead Mill is located on the right bank (west bank) and still exists today.

The 50% design plans were made available for individuals to view as the discussion continued. P. Walker noted that they are currently proposing to access the dam via the east bank below the USGS gage, and use the existing causeway as the removal continues towards the Homestead Mill. The existing causeway was built several years ago for the purpose of replacing the spillway planks. The proposal includes removing the wooden planks but retaining any remaining stone ballast which would be incorporated into the stream channel. Once work has been completed, the causeway would be removed because the material is non-native. J. Garvin inquired if a rock ramp was still being proposed. P. Walker expressed that the conceptual plans incorporated several stone structures as cross-vanes, and that a rock ramp design was rejected in the feasibility study. He further explained that the vanes are necessary to provide flow velocities for fish passage (specifically American shad) and to address the concern over ensuring the stability of the Thompson Covered Bridge. The vanes would stabilize the streambed at the existing grade and prevent head cutting, but would also allow passage of shad, which have particular flow and turbulence requirements for passage. A hydraulic model was developed but it will be revised and re-run in the future. J. Garvin had a concern with the future water level once the dam is removed and the channel work is completed. P. Walker explained that, although the river stabilization concept plan had changed somewhat from the plan shown in the Feasibility Study (FS), he expects the hydraulics of the river to be the same or very similar to the model presented in the FS. However, the next design task is to re-run the model to confirm this. He further noted that we have talked with NHDOT on this project, and will continue to do so as the project progresses. We discussed that R. Roach (ACOE) has noted on several occasions that any Army Corps of Engineers' permit for the dam removal will have a condition that the bridge will be stabilized prior to any dam removal or stream work.

A brief discussion about the funding for the Thompson Covered Bridge was held. P. Walker noted that the NHDOT, with support from the Town of Swanzey, submitted an application for the National Covered Bridge Program in September 2006. Apparently the funding is held up by approval from Congress, and it is unknown when the applicants will be notified. B. O'Donnell (FHWA) noted that he will follow-up with Dave Hall (FHWA) on this issue to determine if there is any new updates. B. O'Donnell inquired about any potential impacts to the upstream Cresson Covered Bridge as a result of the dam removal. P. Walker explained that the Cresson Bridge is beyond the area of potential impact. He also noted that the Indian fish weir, which is located several hundred feet downstream of the Cresson Covered Bridge, would not be affected substantially, as demonstrated by the "tractive force" analysis in the Feasibility Study.

P. Walker presented an early proposed dewatering plan for the project. The proposal would entail access from the left (east) bank, the placement of twin culverts, and utilization of the old mill race for water diversion. This would result in deep excavation of the earthen material. The area that would be excavated would be in the area of the old box mill. There has been some concern from the Project Partners relative to this proposal due to the potential historic resource impacts and potential hazardous material. Other dewatering options that utilize the river channel and minimize or eliminate bank disturbance will be explored by VHB and project partners. E. Feighner noted that before they provide approval to excavate in this area, a Phase I and Phase II survey would need to be completed. A DOE would also need to be done and if artifacts are recovered then would need to do a data recovery. P. Walker inquired what would be required if an alternative method of doing all the work in the river. E. Feighner noted that until a Phase IB is done, the effects cannot be determined. Testing would be required in areas that are going to be permanently and temporarily impacted as a result of this project. At a minimum, they would ask that a Site Form be completed for the former box mill site. She further noted that she was awaiting a revised Phase IA report. P. Walker expressed that he would follow-up on this. E. Feighner will forward D. Loiselle the request for this because she does not have any record of this on file. A Phase IB would be required for any temporary (construction equipment) access or permanent impacts on the east bank. E. Feighner agrees that monitoring in other areas of potential impact along the banks can be addressed in the MOA, and further survey is not needed. However, if the project proposes to stabilize any banks, then Phase IB will need to be done in these areas. Edna also indicated that a new site was recently identified by B. Goodby in the last year in the vicinity of the fish weir. The Project Partners will continue to keep NHDHR informed as the project progresses and the number of rock vanes to be placed in the channel is determined.

E. Derleth inquired about the extent of testing (relative to depth and width) if we were to move forward with the dewatering plan that included the placement of twin culverts. E. Feighner explained that she would be most concerned with buried intact non-alluvial, native soil horizons, and digging would include the use of shovels and a backhoe due to the proposed depth of the culverts. If project impacts only involve equipment access and stockpiling, then only shovel pits would be required in the area of impacts. She also noted that whatever option is chosen, look at the footprint of the temporary and permanent impacts and go beyond ten feet. J. Turek inquired about the turn around time for NHDHR review of a Phase IB, and E. Feighner estimated 30 days. P. Walker indicated that Carol Weed (VHB) would serve as the general project manager for the Phase IB work and would work with a local archaeologist if the work proceeds to Phase II or beyond.

D. Loiselle inquired if the Advisory Council on Historic Preservation should be notified of the project and current status similar to what is being done on the Merrimack Village Dam project. J. Turek expressed that he believed this had already been done, but will look into it.

Summary of cultural resource commitments:

- Phase IB survey on the east bank in the vicinity of the old box mill site in areas that will be temporarily impacted by equipment and/or stockpiling, and any permanent impacts.
- Phase IB survey in areas where banks are proposed to be stabilized within the project.
- Incorporate a monitoring plan into the future MOA for potential artifacts that may surface along the banks as a result of the project.
- Site Form may be needed. Project Partners will see if the Phase IA included it already, if not, determine the need.

- Advisory Council of Historic Preservation (ACHP) should be notified of this project if hasn't been done already.

Portsmouth, STP-TE-X-5379(023), 12683. Participants: Ram Maddali, Charles Hood, and Joyce McKay.

It was confirmed that the bicycle path would not have an adverse effect on cultural resources. The placement of new signposts will continue to be reviewed. A no adverse effect memo was signed. There was no Section 4(f).

Derry, MGS-STP-X-5119(007), 13249. Participants: Charlie Hood.

A no adverse effect memo with a de minimis was signed. The de minimis covered the very limited taking of right-of-way at the church on the north side of Main Street and west of Route 28.

Durham, X-A000(067), 13867. Participant: Charlie Hood.

C. Hood indicated that the City of Durham was moving forward with its project on Main Street, which provided safety improvements for bi-directional transit service between the edge of campus and the downtown near Pettee Brook. All sections of the project are now in the right-of-way. It was agreed that this was a no adverse effect, and a memo was signed.

Portsmouth, BHF-X-T-0101(015), 13678. Participants: Kevin Nyhan, Joyce McKay, and Nancy Mayville.

J. McKay reviewed the status of the marker describing the Memorial Bridge. It would include historical information on the bridge, its type, Waddell's design, and the modified in-kind replacement project. J. McKay contacted David Moore at the city to coordinate this sign with the forty historic markers that the city was replacing. The sign measures 24" X 27" and would cost about $850-900. D. Moore sent a sign plan as well. He suggested working with Susan Kress Hamilton at Phineas Press, who is most likely doing the sign layouts. The specific location for the sign within the bridge redesign project and presumably Prescott Park will need to be reviewed by Public Works Director Steve Parkinson. The group concurred that this is an appropriate approach to the sign.

Alstead, 14540M, X-A000(425). Participants: Jon Evans and Bob Landry.

This project involves the reconstruction of NH Route 123 in Alstead due to the October 2005 flooding event. Jon Evans indicated that the stone walls throughout the entire project corridor were reviewed with Joyce McKay, and she felt that only one property was questionably eligible for reconstruction as the property owner requested it. This property is parcel number 28 (Fuller), which contains several hundred feet of wall along the ROW of this agricultural property. Jon presented a phase 3 Individual Wall Rating and a phase 4 Feasibility of Reconstruction analysis of the stone walls located on the property. These studies indicated that these walls have a rating

of 25, which do not meet the minimum requirement for reconstruction of 26. Jim Garvin indicated that he agreed with this rating and that the wall was not eligible for reconstruction under NHDOT's Stone Wall Policy. Jim also indicated that he felt that given Joyce's review of the other walls, review of the remaining walls within the project area would not be necessary and a corridor wide analysis would not be required.

North Hampton, 13501, STP-TE-X-000S(418). Participant: Jon Evans.

This project is located along a 0.5-mile stretch of NH Route 111 between US Route 1 and Hobbs Road in North Hampton, NH. The current travel way is approximately 20-21 feet in width (10-10.5 foot lanes) and does not include paved shoulders for bicycle and pedestrian traffic. This project was initiated at the request of the Town of North Hampton and involves the installation of 4-foot paved shoulders to allow for safe bicycle and pedestrian travel as well as increased vehicle safety. Both sides of the roadway contain structures, which are potentially historic, including a blacksmith shop constructed in 1888. Given the limited funding and historic nature of the neighborhood efforts have been made to limit the footprint of this project. All work will be contained within the existing right-of-way and will not require deep excavation.

J. Evans explained the existing conditions and intentions of the project. As all impacts will be contained within the existing ROW, L. Wilson concurred that this project would not have an adverse effect on historic properties. E. Feighner noted that there may be archaeological deposits within the existing ROW in the immediate vicinity of the blacksmith shop and requested an archaeological study be conducted prior to construction. It was noted that disturbance in this area would be limited to the immediate surface of the existing shoulder and would not require work outside the existing ROW. Ram Maddali noted that funding for this project is limited. E. Feighner agreed that a limited site investigation and literature search of the blacksmith shop would be sufficient in determining if there were extensive deposits in the disturbance area. E. Feighner offered to send the archaeologist the results of a literature search at DHR, and the report could be in the form of an extended letter report with mapping. It was agreed by all that a limited study would be conducted and given to NHDHR prior to construction. Should this investigation indicate the presence of archaeological deposits the Department will consult further with NHDHR. [It was subsequently found from a public meeting that a second blacksmith shop may have existed, and IAC, the archaeologist, will check this second site as well.]

Hillsborough, X-A000(094), 13893: Participants: Michael Mates, Kimbell Chase (mmates@kimbellchase.com); Matt Taylor, Hillsborough Town Planner; Matt Low and Dirk Grotenhuis HTA; and Ram Maddali.

Michael Mates introduced the team and presented an overview of the proposed improvements to rehabilitate a historic stone arch bridge within the existing right-of-way at the southeast corner of Routes 202 and 149. These improvements include sidewalk, granite benches, lighting, a picnic table, landscaping, and a digital kiosk.

Jim Garvin inquired if access to the bridge is only from the north end. Matt Taylor and Matt Low indicated that was correct. Adding, it would be too costly to design around the emergency overflow bypass at the south end of the bridge.

Matt Low presented an overview of the proposed improvements to the bridge. These improvements include straightening the extant parapets, replacement of the concrete caps, excavation of the existing surface, installation of a waterproof membrane and drainage pipe, and the installation of the handrail.

Jim Garvin provided an overview of history of the bridge.

- J. Garvin was not sure if the bridge was National Register-eligible, but he thinks it was scored.
- He indicated one (1) barrel of the bridge collapsed in 1930 ±.
- Bridge was built in 1860's ±.
- He was concerned about guardrail and whether the Town would like to move to a more historical railing as he believes the stone parapets are not part of the original bridge.
- J. Garvin indicated pictures of the bridge in its original state might be available. It was indicated these pictures would be sent to the design team for review. The design team could use these photographs to replicate the look of the original bridge, specifically the parapets and guardrail. The bridge may not have originally had parapets, but only a fellow guard.
- Hillsborough Historical Society may have 8x10's that would be great photos.
- It was indicated that some pointing was done over the life of the bridge as it was treated roughly in automobile era. The addition of mortar has complicated the drainage.

J. Garvin recommended the use of disease resistant American Liberty Elms for the landscaping. Matt Taylor said Elms are part of the Landscape Plan and they will be planted on each side of Route 202 at the intersection.

The committee questioned the height of the stone planter to be constructed on the bridge. The design team indicated the design of the planter would depend on what is ultimately done with the parapets and would be looked at further once a final bridge design is complete.

Surplus Land, Grantham I-89-1(85)41, P7690G. Participant: Christine Perron.

This 1.5-acre surplus property is located on the south side of Interstate 89. The parcel is adjacent to the discontinued Old Howe Hill Road and Stocker Brook. Given its location and topography, it was determined that the parcel could be archaeologically sensitive. Therefore, any potential buyers would be required to complete a combined Phase 1A/1B archaeological survey prior to the sale of the parcel. If this survey finds archaeological deposits, then further testing would be required to determine significance (Phase II survey). If significant, the site would require avoidance or data recovery.

Bridge Inventory: Discussion of potential cut-off date and classification / typology of historic bridges. Participants: Nadine Peterson and Dave Powelson.

Nadine Peterson began the discussion with an overview of activities that have occurred over the last two months involving the update of the Historic Bridge Inventory. Tasks have included the organization of an Access database to ensure that all bridges surveyed during the original historic bridge inventory are accounted for; review of Pontis (the NHDOT database that identifies all bridges) to determine if any bridges were excluded from the existing historic bridge inventory;

and review of any potential new bridge types that were not investigated during the original historic bridge inventory.

The original Historic Bridge Inventory evaluated the following historic bridge types (number in parentheses indicates total number of bridges evaluated in each category):

Composite timber and concrete (1)
Concrete Arch (37)
Concrete rigid frame (35)
Concrete rigid frame, arched rib (4)
Concrete tee beam (44)
Continuous steel (1)
Deck plate girder (on an individual basis)
Low pin connected Lenticular truss (2)
Masonry arch (41)
Masonry slab (6)
Movable, swing (1)
Multiple I-beam, concrete deck (1)
Parker, high, single (8)
Parker, high, two span (3)
Parker, low, single (2)
Petit, high, single (1)
Petit, high, three-span (1)
Pratt, high, single (15)
Pratt, high, two span (2)
Pratt, high, three span (1)
Pratt, low, pin connected (2)
Steel beam with concrete arch floor (7)
Steel combo (4)
Steel deck (5)
Steel deck arch (1)
Through girder (36)
Through steel arch (4)
Timber (6)
Vertical lift (2)
Warren, high, single (9)
Warren, low, single (23)
Total 342
Further investigation of the Pontis database revealed that not all bridges that are fifty years or older within the above categories were surveyed during the original historic bridge inventory. For example, only 35 of the potential 204 Rigid Frame bridges built prior to 1961 were evaluated. No methodology for the existing historic bridge inventory has been located so it is uncertain as to how the 35 bridges were chosen for evaluation. N. Peterson also presented information regarding the review of several additional bridge types that were not part of the original historic bridge inventory. It was then noted that N. Peterson, J. McKay and J. Garvin would be meeting at the end of the SHPO meeting to discuss these additional bridge types in further detail.

Detailed discussion with N. Peterson, J. McKay, and J. Garvin: Nadine Peterson, Joyce McKay and Jim Garvin met at the end of the SHPO meeting to discuss various issues in further detail. J. Garvin reiterated that he is committed to completing the second volume to the New Hampshire Historic Bridge Book. N. Peterson and J. McKay noted that the NHDOT would support his

efforts including the exchange of information and coordination during the update to the historic bridge inventory as well as in assisting to find suitable funding sources. It was also explained again that the intent of the Historic Bridge Inventory update is to prepare a Multiple Property National Register Nomination formatted document that will evaluate historic bridge types in New Hampshire. A review of the types that were looked at during the original historic bridge inventory took place. It was agreed that for the majority of the types, NHDOT would re-evaluate all of the bridges within the theme up to a cut-off date of 1960 (all bridges built in 1960 or prior would be reviewed). There were a few types that contained numerous examples and it was agreed that a sampling methodology would be employed (i.e. concrete rigid frame and I-beam bridge types). The methodology would be fully explained in the document so that future reviewers could understand why certain bridges were excluded from evaluation.

N. Peterson looked at Pontis to see if any additional bridge types may need to be surveyed during the update. N. Peterson, J. McKay and J. Garvin agreed that the following additional bridge types would be evaluated:

Beam Girder
Concrete Slab
Deck Plate Girder
Jack Arch
Steel Rigid Frame
I-beam bridges

Many of these bridge types contain numerous examples, and it was agreed that the following types would be sampled: Concrete Slab and I-beam bridges. In order to come up with specific bridges to sample, additional research will need to occur that identifies whether or not any of these bridges were designed using standardized plans, and whether we can categorize specific types (chronologically, design, variation in fabrication techniques, etc.) to reduce the total number evaluated.

N. Peterson concluded by saying that she was currently finalizing the High Pratt Truss type. Fieldwork had been completed for this type and she will be looking at in-house historical materials to prepare a historic context for High Pratt Trusses.

Programmatic Agreement Between FHWA, NHDHR, and NHDOT: Bill Hauser and Dennis Danna.

Joyce McKay initiated discussion on the Programmatic Agreement to see if DHR had any concerns regarding the packet the NHDOT provided at the December 7, 2006 SHPO meeting. In general, DHR indicated that preparing a Programmatic Agreement was a good idea, but that detailed and long-term discussions as to its scope and content would need to take place. E. Feighner raised concerns about what types of projects could be exempt from review and asked if the existing MOU was still in effect. J. McKay noted that the existing MOU might not be a binding legal document, but that it was a good starting point for discussion. J. McKay will email a copy of the MOU to E. Feighner for her use.

B. O'Donnell noted that the Programmatic Agreement process was used by FHWA successfully for other agencies implementing environmental laws and that FHWA would support the preparation of a Programmatic Agreement for cultural resources. B. O'Donnell also noted that the

Programmatic Agreement could be implemented in a phased approach, if necessary. All those present agreed that drafting small sections of the Programmatic Agreement and then reviewing them at the end of each SHPO meeting would be the best way to accomplish the preparation of such a document. J. McKay noted that they would begin with considering the types of projects and associated levels of necessary review that would be considered in such a programmatic.

Context Sensitive Solutions. Participants: Craig Green, Bill Oldenburg, and Jim Garvin.

Bob McCullough of the University of Vermont had inquired of Jim Garvin about the NHDOT's context sensitive solutions program as he considered developing a seminar on this topic for Vermont. He wondered not only about the content and approach but also about potential participation by NHDOT staff and perhaps support or co-sponsorship.

Craig Green stated that a year ago September NHDOT held a major kick-off meeting within the Department and with other agencies including NHDHR, EPA, FHWA, and others. Contexts Sensitive Solutions is intended to change the way that NHDOT looks at projects.

The training occurred in two-day sessions, which was led by Tom Warner Associates. In summary, the goal of CSS includes new ways to look at purpose and need with a vision, a way to approach public involvement, a place-making exercise, new approaches to design, and consideration of liability issues. Place-making is an important component of the process in which the problem is identified, the characteristics and opportunities of the area defined and ranked, criteria for solutions developed, and alternatives brain-stormed. Part of the process is to understand the needs and nature of the community as expressed by its citizens. CSS also affects construction and maintenance. NHDOT has found that facilitation of the place-making sessions is best done by an outside organization, for example the regional planning commissions. The training is intended to give participants a feel for what CSS process represents. NHDOT is pursuing four pilot projects completed through the CSS process. They include projects in Bow-Concord, Meredith, Dublin, and Pelham. NHDOT is currently modifying the CSS process to fit into the needs of different types of projects.

Craig Green and Bill Oldenburg indicated that they might be willing to participate in such a seminar. [N. Peterson subsequently discussed CSS with C. Green, who also talked to Carol Murray. They indicated that others might be interested in participation and would look into possible sources of funding. C. Green will informed N. Peterson of his progress at the end of January.]

Belmont, X-A000(340), 14400. Participants: Tony Puntin.

On January 4, Charlie Hood reviewed the Belmont project with E. Feighner. She requested USGS mapping for the project area to enable a site file review. She indicated at that time, that soil borings along most areas unless clearly disturbed would be needed to verify the level of disturbance.

Tony Puntin attended the January 11 meeting to review the Phase II project area. For the most part, the trail follows the railroad corridor. E. Feighner asked how exactly the trail and the sewer line coincide to gauge the level of disturbance along the project area. T. Puntin broke the trail

down into several sections: 1. About 3000' of the trail are adjacent to the retaining wall that supports the sewer line. It was agreed that this area is heavily disturbed. 2. About 1000' has a variable degree of disturbance, and the footprint of the disturbance is not fully known. 3. The third area, about 80'-100' in length, has no identified disturbance.

E. Feighner stated that the whole area is very sensitive. Thus, the need for survey depends on the level of disturbance. She requested that areas 2 and 3, where the level of disturbance is unknown or there is no disturbance would require survey. Thus, the existence of disturbance in areas 2 and 3 should be verified by sampling with a soil auger and sensitive areas would need to be tested. Subsequent phases may be necessary.

Moultonborough, X-A000(354), 14414. Participant: Charlie Hood for Jay Poulin, HE Bergeron Engineers (jpoulin@hebcivil.com).

Charlie Hood reviewed the relocation of a small section of the bicycle path project along Moultonborough Neck Road at its intersection with Highway Garage Road. It had been agreed that the project would have no adverse effect on cultural resources. However, because of a sight-distance problem with the crossing of Moultonborough Neck Road at Highway Garage Road along the crest of the hill, this crossing was relocated about 250' to the east in the tree farm of Roy P. Putnam along the edge of but not on the Sheila Messier property. The trail is 10' wide and will require about a foot of excavation in higher areas to create a base for the path. The relocated path traverses the property across a low area then up a hill that looks above the adjacent wetlands. E. Feighner stated that this area above the wetlands appeared sensitive for Native American sites and requested a phase IA. She requested a USGS map so that she could review the site files.

[Subsequent to the meeting, J. McKay reviewed the project area with maps, photographs, and soil information with Edna Feighner at NHDHR. It was agreed that the project area is archaeologically sensitive, however, because of the limited horizontal and vertical extent of the project and because the current extent of the wetlands may result from past changes in the landscape, the town will not have to pursue a phase IA/IB survey prior to construction. However, the vertical and horizontal extent of disturbance during excavation should be as limited as possible. If archaeological deposits are uncovered, then NHDHR should be immediately notified at 271-3483 and construction suspended at that location to consider the archaeological remains.]

Pelham, X-A000(415), 14491. Participant: Bill Oldenburg.

B. Oldenburg explained that the project was examining traffic congestion in the town center and that it was considered to be a pilot CSS project. The general project purpose is to ease the traffic situation along NH Route 111A at the intersections of Nashua Road and Main Street and Old Bridge Street and Commons Street. He noted some of the historic buildings within the village including the First Congregational Church, the Pelham Library, Town Center, village green, and location of the trolley barn. The Department has participated in a place-making workshop with the town, which has created a committee to work on the project. They are now developing the problem statement and vision and undertaking data collection. The group does not have anyone to offer a historical perspective at the meetings and address potential impacts. The committee of twenty participants meets every other month. These individuals are intended to represent a broad segment of the community.

L. Wilson indicated that a first step would be a historical survey of the village center to produce a district area form.

****Memos**: Laconia, X-A000(096), 13895; Portsmouth, STP-TE-X-5379(023), 12683; Derry, MGS-STP-X-5119(007), 1324

Submitted by Joyce McKay, Cultural Resources Manager

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